



## INTIMATION.

A. S. WATSON &amp; CO., LIMITED.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED  
WATERS.OUR AERATED WATER FACTORY is fitted  
with the best English Machinery, embodying  
the most improvements in the trade.THE PARENTEL Ingredients only are used,  
and the utmost Care and Cleanliness exercised in  
the manufacture throughout.The Water used is proved by repeated  
Analyses to be Absolutely Pure.For COFFEE & TEA, Waters are packed and  
shipped on board ship at Hongkong, prices and  
the full amount allowed for packages and  
Empires when received in good order.

Courtier's Order Books supplied on application.

Our Registered Telegraphic Address is  
"DISPENSARY, HONGKONG".  
All inland messages addressed thus will  
receive prompt attention.The following is a List of Waters always  
kept ready in Stock:—

PURE AERATED WATER

SODA WATER

MONADE

POTASH WATER

SELEZER WATER

LITHIA WATER

SARSAFARILLA WATER

TONIC WATER

GINGER ALE

GINGERADE

No Credit given for Bottles that look dirty  
or greasy, or that appear to have been used for  
any other purpose than that of containing  
Aerated Waters, as such Bottles are never used  
again by us.A. S. WATSON & CO., LIMITED.  
THE HONGKONG DISPENSARY,  
Hongkong, 30th May, 1895.

(20)

The Daily Press.

HONGKONG, JUNE 25TH, 1895.

The question of the currency has recently  
been under the consideration of the Chambers  
of Commerce at Saigon, Hanoi, and  
Haiphong. Like ourselves, the neighbouring  
French possessions, which rel. largely  
on the Mexican dollar, have been suffering  
from a scarcity of the circulating medium,  
and the Government has asked the various  
Chambers of Commerce to express their  
views as to how the crisis might best  
be met. The circumstances of Tonkin  
and of Saigon do not appear to be identical,  
but the standard coins, whatever they may be, should  
be equivalent to and interchangeable with  
those of Hongkong. This appears to be  
a very sensible suggestion and if any  
official proposition to that effect should be  
made by the French Government it is to be  
hoped it will receive favourable consideration  
and that it may be found possible to adopt it. Trade would be facilitated if the  
territories of Japan and the British and French  
possessions of the Far East were made  
interchangeable, by an agreement similar to  
that which exists between the states of the  
Union and, if China and the Philip-  
pines joined in the agreement so much the  
better. So far as Hongkong is concerned  
I can conceive of no objection to the  
idea. As it is we have a foreign coin,  
the Mexican dollar, as our standard, and  
it is to continue even after the introduction  
of the new British dollar, which is to circulate concurrently with it. We might as well have Spanish, French,  
Chinese, and Japanese coins as the Mexican,  
provided they were all of the same intrinsic  
value, all will equally reliable. The Japanese  
are already legal tender in the Straits  
Settlements, though not in Hongkong. Any  
sentimental preference there may be for the  
Queen's head on our coins would carry  
small weight as against the great practical  
convenience of one common currency for  
the whole of the Far East, and the slight profit to  
be made by the Indian mints on the coinage  
of the British dollar, should that profit be at  
all endangered, is a trifling not worth consideration.  
Under such an agreement, however,  
the chances are that the circulation of the  
British dollar would be increased rather  
than diminished. It is doubtful whether  
Japan would be willing to sanction the  
circulation of any but her national coin  
in her own territory, and China and the  
Philippines are for the present entirely out  
of the question. We see no good reason,  
however, why France and England should  
not enter into an agreement for the concurrent  
circulation of their respective standard  
coins in the territories of each other, and  
other states might join the Union hereafter.A CORRESPONDENT, whose letter will be  
found in another column, takes exception to  
the publication of plague statistics in the  
press, on account of the injury caused to the  
trade of the colony by the neighbouring  
Spanish and French ports bringing into  
force their quarantine regulations as a  
consequence of the publication of these particular.  
We can well understand the feeling of  
those who are directly affected by these board regulations, but on the whole we are inclined to think that more harm would be  
done by a policy of secrecy than by one of  
openness. As soon as it became known that  
plague had again made its appearance in  
the colony, alarmist rumours began tocirculate, and had the actual facts not been  
published, these rumours would no doubt  
have sprung as rumours generally do, and  
the injury to the trade of the colony  
would have been probably not less than it  
is now, while the disquietude caused in  
the colony itself would have been much  
greater. Either conceding the true state of  
affairs or openly stating it appear to be at  
a standstill with some evil, but all things con-  
sidered the latter course appears to to  
be the better one. As a matter of general  
principle, nowhere and under no circum-  
stances ought any secrecy to be observed  
with regard to the public health. While  
aburd quarantine regulations are  
maintained in neighbouring ports, however, it may  
be argued with some show of reason that it is  
a mistake to blazon abroad every sporadic  
case of contagious disease that may occur. In  
that view we would be disposed as a general  
rule to concur, but the present case is exceptional.  
The plague of last year diverted to  
Hongkong the attention of the whole world,  
and had the rumour gone abroad, without  
authentic statistics, that plague had again  
broken out in the colony, it would have been  
generally supposed that the state of things  
this year was much the same as last. The  
publication of the official statistics appears  
on the whole, therefore, to be a protection  
rather than an injury to the colony. It is  
unfortunate if our Spanish and French  
neighbours are inclined to doubt the  
authenticity of the statistics and to suppose that  
if these cases are admitted probably a hundred  
have occurred. Such a suspicion could only  
be suggested by the knowledge of what they  
themselves would do under like circumstances.  
It is difficult to suggest how the suspicion  
could be met, but we cannot suppose it  
would be disposed of by suppressing the  
statistics altogether, for in that case rumour  
would probably be accepted and would  
make the matter still worse.The N. P. steamer *Tacoma* left Tacoma on  
the 22nd instant for this port via Japan.The silk ex C. P. steamer *Empress of Japan*  
was delivered in New York on the 22nd inst.The N. P. steamer *Victor* arrived at Yoko-  
hama yesterday, and will sail to-day (23rd) for  
this port via Korea.The steamer *Wing-wo*, from the port of Sat-  
sumi, the 22nd inst., at 4 p.m.The O. S. S. Co. steamer *Orestes* left Singa-  
pore on Saturday, the 22nd inst., and is due here  
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plates and dishes and adulterating milk? To obtain safety from bad water it is not only necessary that the water that one drinks is safe to above suspicion, but also the water that is used for so important a purpose as practically always any dangerous infection that gets into water will enter the body. It is not unusual for a person to be taken by sudden attacks. If the well is properly covered in and the water raised by a pump this risk may be avoided. The great effect of such an arrangement is likely to be nullified if a filter is attached to the well, or if any other open well is not left in the same compound.

I am now experimenting with, poisoning permutate as a means of cleaning and disinfecting well water. The results obtained by adding the substance in the preparation of one ounce to an ordinary sized well, have been encouraging, though they are not sufficiently numerous for me to be able to definitely recommend the practice as a sanitary precaution.

## THE DISAPPEARANCE OF THE SARDINE.

Sad news comes from Europe! One of the common objects of the Anglo-Indian breakfast table threatens to disappear from our kennels and familiar friends in the general markets, which are in the main, for what is the most singular of his "native" or boned, fresh "boned" or buttered, and was sold, and in neat porcelain box which oak-lined the marmalade and kept guard over the toast rack is to find its occupant gone. The latest couple of reports from Bordeaux states that last year the fish "variose" appeared in the market, and was sold at a high price. We may, however, take comfort in the reflection that precisely the same thing happened twenty years ago, and that it is yet early in the season to state that they have definitely decided not to revisit their summer haunts.

In the event of their return, it is to come up to time, the consequences will be a much anticipated delicacy, but a large number of French fish folk and others interested in their capture and sale will suffer considerably.

The industry is a large one, and from a recent report we learn that along the coast from Les Sables d'Olonne (Vendee) to Lorient (Finistere) there are 150 fishing factories. During the autumn fishing season, which lasts about five months, 350 boats equipped with from 12-15,000 sailors are employed. The employes of the factories number about 10,000 women and children, and from 1,000 to 2,000 men; and the annual expenditure for labor, material, etc., amounts to about £100,000. The fish are taken in the Bay of Mantes in the year 1834, and the best brands are still those of that city, and though these brands are limited in Spain and Portugal they are of inferior quality, owing to the use of Spanish instead of Italian oil.

As already indicated sardines are migratory in their habits and the exact date of their winter quarters, destination and return to the Mediterranean is a mystery. In previous years it has been the custom for the fish to make their first appearance on the coast of Africa about the end of March, then passing northward is large schools, they follow the coast of Portugal, crossing the Bay of Biscay, till they strike the coasts of Vendee in the month of April. Here the sardines are taken by fisherman stations and the port of La Roche-sur-Yon, and in the bays of the estuaries of Olonne and of Saint Gilles, who assemble from all parts of Brittany and follow the fish toward the north, regarding its progress with a special bait called rognon. Before daybreak the fishing boats leave port to search for the shoals of sardines; indeed many leave in the evening and anchor in the harbor. When the first signs of the water reveal the fish, the nets are immediately thrown. Each net is from 900 to 1,000 yards in length, abt three yards in width, and black in colour. On the upper part of the net are cork floats and on the lower part leaden sinkers to keep the net in an upright position. The sardines, generally two in number, rise after the first dip of the net, and anchor. One man takes the rognon as the best attraction, while another throws the rognon into the water. This bait is an important feature of the sardine catch, as it is expensive, and fishermen often lose considerable quantities of it. It is made of the roes of codfish or mackerel mixed with clay, and costs from 30 to 50 pence per pound. When the rognon is taken in the net, half the rognon is thrown away and sink. At nightfall the boats return to port, where they sell their fish to the canneries at prices varying according to the abundance of the catch and the size and freshness of the fish. Sales are made by the "thousand," but this term does not always indicate exactly a thousand sardines. For example, at La Roche, 1,000 net is a thousand, and a thousand net is a thousand for preserving sardines are located at all the ports, for the fish spoil easily and cannot bear transportation. The fishermen convey the sardines to the factories in boxes. The process of canning is as follows:—The sardines are spread on boards and salted and the heads removed. They are then thrown into brine, where they remain half an hour, then they are washed, and again salted and dried.

This work is done almost entirely by the wives and children of the fishermen, the united wings during the season enabling the family to subsist during the following winter. After the fish have been thoroughly dried they are coated by dipping them for a few minutes in oil heated to 212 degrees, then they are again drained and sent over to workmen, who pack them in wooden cases of one hundred boxes each. During their immersion in the boiling water oil will escape from all boxes not properly sold, and in such cases the loss is sustained by the seller, but so skillful are those in the craft that a good workman rarely misses more than two or three boxes per hundred, and these are thus despatched to Britain and Paris, and in due course find their way all over the world.

In the interests of the human race in general, and the "dear neighbours" in particular, it is to be hoped that the fish have not been imitating Rudyard Kipling's "White Seal and striking out for novelties of habitation when they can be found from the last to the first" and in the course of the next few months we trust to hear of them as being back in the waters of Brittany and more numerous than ever.—The Asian.

## THE MATHER.

CHINA QUARTER-MONTHLY REGISTER,  
23RD JUNE, AT 4 P.M.

NATION.	PORT.	TIME.	WIND.		WATER.
			LEAVES.	ARRIVES.	
Whampoa	—	20.00	W.	W.	W.
Tokio	—	20.00	W.	W.	W.
Nagasaki	—	20.00	W.	W.	W.
Shanghai	—	20.00	W.	W.	W.
Amoy	—	20.00	W.	W.	W.
Canton	—	20.00	W.	W.	W.
Hongkong	—	20.00	W.	W.	W.
Victoria Peak	—	20.00	W.	W.	W.
Gap Rock	—	20.00	W.	W.	W.
Macao	—	20.00	W.	W.	W.
Hainan	—	20.00	W.	W.	W.
Bohol	—	20.00	W.	W.	W.
Manila	—	20.00	W.	W.	W.
Cape S. James	—	20.00	W.	W.	W.
AMOY SHIPPING.	—	—	—	—	—
1. Fukien, British str., from Tamsui.	18.00	W.	W.	W.	W.
2. Ryukyu, British str., from Taiwan.	18.00	W.	W.	W.	W.
3. Shantung, British str., from Taiwan.	19.00	W.	W.	W.	W.
4. Hainan, British str., from Hongkong.	19.00	W.	W.	W.	W.
5. Canton, British str., from Hongkong.	19.00	W.	W.	W.	W.
6. Hongkong, British str., from Fowchow.	19.00	W.	W.	W.	W.
7. Victoria Peak, British str., for Tamsui.	20.00	W.	W.	W.	W.
8. Gap Rock, British str., for Tamsui.	20.00	W.	W.	W.	W.
9. Hainan, British str., for Tamsui.	20.00	W.	W.	W.	W.
10. Manilla, British str., for Tamsui.	20.00	W.	W.	W.	W.
11. Cape S. James, British str., for Tamsui.	20.00	W.	W.	W.	W.
12. AMOY SHIPPING.	—	—	—	—	—
13. Fukien, British str., from Tamsui.	20.00	W.	W.	W.	W.
14. Ryukyu, British str., from Taiwan.	20.00	W.	W.	W.	W.
15. Shantung, British str., from Taiwan.	20.00	W.	W.	W.	W.
16. Hainan, British str., from Hongkong.	20.00	W.	W.	W.	W.
17. Canton, British str., from Hongkong.	20.00	W.	W.	W.	W.
18. Hongkong, British str., from Fowchow.	20.00	W.	W.	W.	W.
19. Victoria Peak, British str., for Tamsui.	20.00	W.	W.	W.	W.
20. Gap Rock, British str., for Tamsui.	20.00	W.	W.	W.	W.
21. Hainan, British str., for Tamsui.	20.00	W.	W.	W.	W.
22. Manilla, British str., for Tamsui.	20.00	W.	W.	W.	W.
23. Cape S. James, British str., for Tamsui.	20.00	W.	W.	W.	W.
24. AMOY SHIPPING.	—	—	—	—	—
25. Fukien, British str., from Tamsui.	20.00	W.	W.	W.	W.
26. Ryukyu, British str., from Taiwan.	20.00	W.	W.	W.	W.
27. Shantung, British str., from Taiwan.	20.00	W.	W.	W.	W.
28. Hainan, British str., from Hongkong.	20.00	W.	W.	W.	W.
29. Canton, British str., from Hongkong.	20.00	W.	W.	W.	W.
30. Hongkong, British str., from Fowchow.	20.00	W.	W.	W.	W.
31. Victoria Peak, British str., for Tamsui.	20.00	W.	W.	W.	W.
32. Gap Rock, British str., for Tamsui.	20.00	W.	W.	W.	W.
33. Hainan, British str., for Tamsui.	20.00	W.	W.	W.	W.
34. Manilla, British str., for Tamsui.	20.00	W.	W.	W.	W.
35. Cape S. James, British str., for Tamsui.	20.00	W.	W.	W.	W.
36. AMOY SHIPPING.	—	—	—	—	—
37. Fukien, British str., from Tamsui.	20.00	W.	W.	W.	W.
38. Ryukyu, British str., from Taiwan.	20.00	W.	W.	W.	W.
39. Shantung, British str., from Taiwan.	20.00	W.	W.	W.	W.
40. Hainan, British str., from Hongkong.	20.00	W.	W.	W.	W.
41. Canton, British str., from Hongkong.	20.00	W.	W.	W.	W.
42. Hongkong, British str., from Fowchow.	20.00	W.	W.	W.	W.
43. Victoria Peak, British str., for Tamsui.	20.00	W.	W.	W.	W.
44. Gap Rock, British str., for Tamsui.	20.00	W.	W.	W.	W.
45. Hainan, British str., for Tamsui.	20.00	W.	W.	W.	W.
46. Manilla, British str., for Tamsui.	20.00	W.	W.	W.	W.
47. Cape S. James, British str., for Tamsui.	20.00	W.	W.	W.	W.
48. AMOY SHIPPING.	—	—	—	—	—
49. Fukien, British str., from Tamsui.	20.00	W.	W.	W.	W.
50. Ryukyu, British str., from Taiwan.	20.00	W.	W.	W.	W.
51. Shantung, British str., from Taiwan.	20.00	W.	W.	W.	W.
52. Hainan, British str., from Hongkong.	20.00	W.	W.	W.	W.
53. Canton, British str., from Hongkong.	20.00	W.	W.	W.	W.
54. Hongkong, British str., from Fowchow.	20.00	W.	W.	W.	W.
55. Victoria Peak, British str., for Tamsui.	20.00	W.	W.	W.	W.
56. Gap Rock, British str., for Tamsui.	20.00	W.	W.	W.	W.
57. Hainan, British str., for Tamsui.	20.00	W.	W.	W.	W.
58. Manilla, British str., for Tamsui.	20.00	W.	W.	W.	W.
59. Cape S. James, British str., for Tamsui.	20.00	W.	W.	W.	W.
60. AMOY SHIPPING.	—	—	—	—	—
61. Fukien, British str., from Tamsui.	20.00	W.	W.	W.	W.
62. Ryukyu, British str., from Taiwan.	20.00	W.	W.	W.	W.
63. Shantung, British str., from Taiwan.	20.00	W.	W.	W.	W.
64. Hainan, British str., from Hongkong.	20.00	W.	W.	W.	W.
65. Canton, British str., from Hongkong.	20.00	W.	W.	W.	W.
66. Hongkong, British str., from Fowchow.	20.00	W.	W.	W.	W.
67. Victoria Peak, British str., for Tamsui.	20.00	W.	W.	W.	W.
68. Gap Rock, British str., for Tamsui.	20.00	W.	W.	W.	W.
69. Hainan, British str., for Tamsui.	20.00	W.	W.	W.	W.
70. Manilla, British str., for Tamsui.	20.00	W.	W.	W.	W.
71. Cape S. James, British str., for Tamsui.	20.00	W.	W.	W.	W.
72. AMOY SHIPPING.	—	—	—	—	—
73. Fukien, British str., from Tamsui.	20.00	W.	W.	W.	W.
74. Ryukyu, British str., from Taiwan.	20.00	W.	W.	W.	W.
75. Shantung, British str., from Taiwan.	20.00	W.	W.	W.	W.
76. Hainan, British str., from Hongkong.	20.00	W.	W.	W.	W.
77. Canton, British str., from Hongkong.	20.00	W.	W.	W.	W.
78. Hongkong, British str., from Fowchow.	20.00	W.	W.	W.	W.
79. Victoria Peak, British str., for Tamsui.	20.00	W.	W.	W.	W.
80. Gap Rock, British str., for Tamsui.	20.00	W.	W.	W.	W.
81. Hainan, British str., for Tamsui.	20.00	W.	W.	W.	W.
82. Manilla, British str., for Tamsui.	20.00	W.	W.	W.	W.
83. Cape S. James, British str., for Tamsui.	20.00	W.	W.	W.	W.
84. AMOY SHIPPING.	—	—	—	—	—
85. Fukien, British str., from Tamsui.	20.00	W.	W.	W.	W.
86. Ryukyu, British str., from Taiwan.	20.00	W.	W.	W.	W.
87. Shantung, British str., from Taiwan.	20.00	W.			

VESSELS ON THE BERTH  
CHINA NAVIGATION COMPANY, LIMITED.FOR BANGKOK.  
THE Steamship"NANCHANG."  
Captain Flinnyton, will be despatched to DAY, the 23rd inst., at 8 A.M.  
For Freight or Passage, apply to  
DAVID SASSIEN & SONS & CO., Agents.  
Hongkong, 19th June, 1895. 1190FOR CHEFOO AND TIENTSIN.  
THE Steamship"IRENE."  
Captain T. Lehmann, will be despatched for the above ports TO-DAY, the 25th inst., at 5 P.M.  
Regarding Freight, apply to  
CARLOWITZ & CO., Agents.  
Hongkong, 19th June, 1895. 1127FOR KOBE AND YOKOHAMA.  
THE Steamship"QUEEN VICTORIA."  
Guthrie, Commander, will be despatched for the above ports on or about TO-DAY, the 25th inst., instead of as previously advertised.  
For Freight or Passage, apply to  
DOUDWELL, CARLILL & CO., Agents.  
Hongkong, 21st June, 1895. 1191

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND  
FOOCHOW.  
THE Company's Steamship"NAMOA."  
Captain Beach, will be despatched for the above Ports TO-MORROW, the 26th inst., at DAY-LIGHT.  
For Freight or Passage, apply to  
DOUGLAS LARRAK & CO., General Managers.  
Hongkong, 24th June, 1895. 1131FOR MOGUL LINE OF STEAMERS.  
FOR SHANGHAI, KOBE, AND  
YOKOHAMA.  
THE Steamship"ARGYLL."  
Captain Ward, will be despatched as above on or about TO-DAY, the 25th inst.  
For Freight or Passage, apply to  
DODWELL, CARLILL & CO., Agents.  
Hongkong, 19th June, 1895. 1172

NO. 2 DEUTSCHE LLOYD.

NOTICE.  
STEAM FOR  
SINGAPORE, COLOMBO, ADEN, SUEZ,  
NAPEL, GENOA, ANTWERP,  
BREMEN, AND HAMBURG,  
PORTS IN THE LEVANTE, BLACK  
SEA AND BALTIQUE PORTS;LONDON, NEW YORK, BOSTON, BAL-  
TIMORE, NEW ORLEANS,  
GALVESTON, AND SOUTH AMERICAN  
PORTS.THE COMPANY'S STEAMERS WILL CALL AT  
SOUTHAMPTON TO LAND PASSENGERS  
AND LUGGAGE.N.R.—CARGO CAN BE TAKEN ON THROUGH  
HILLS OF LADING FOR THE PRINCIPAL  
PLACES IN CHINA.PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION)FRINZ HEINRICH... Tuesday, 1st July, 1895.  
AYER... Monday, 22nd July.  
PESTERN... Monday, 19th Aug.  
SAC ISLEN... Monday, 16th Sept.  
GIBRA... Monday, 14th Oct.  
FRINZ HEINRICH... Monday, 11th Nov.  
PREUSSEN... Monday, 1st Dec.  
SACHSEN... Monday, 6th Jan.  
GER... Monday, 13th Feb.

ON TUESDAY, the 25th day of June, 1895, at 3 P.M., the Company's Steamship "FRINZ HEINRICH," Captain Engelhardt, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this Port, en route, CALLING at AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, and BREMEN.

THE Steamship "LAWANG," Captain H. Forme, will be despatched for the above ports on or about FRIDAY, the 28th inst., at 4 P.M.

To be followed by—

THE Steamship "IRENE."

Captain R. Schüller, on or about the 5th JULY.

THE Steamship "SEATO."

Captain J. Odermann, on or about the 17th JULY.

These Steamers have Superior Accommodation for First and Second Class Passengers and a Doctor and a Steward.

For Freight or Passage, apply to  
SIEBENSON & CO., Agents.

Hongkong, 20th June, 1895. 1193

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP  
COMPANY.VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Out of PAYUNG (a/c) Nagasaki, Kobe, Island Sea, Friday, June 25, 1895, at NOON.  
Honolulu, 1895, at NOON.

CHINA (via Nagasaki) TUESDAY, July 9, 1895, at NOON.

Out of Nagasaki, TUESDAY, July 9, 1895, at NOON.

Kobe, Island Sea, and Yokohama, 1895, at NOON.

PROPOSED SAILINGS FROM HONGKONG.

Out of PAYUNG (a/c) Nagasaki, Kobe, Island Sea, Saturday, July 20, 1895, at NOON.  
Honolulu, 1895, at NOON.

Out of Nagasaki, THURSDAY, Aug. 8, 1895, at NOON.

GARIB (a/c Nagasaki) TUESDAY, Aug. 27, 1895, at NOON.

Kobe, Island Sea, and Yokohama, 1895, at NOON.

PROPOSED SAILINGS FROM HONGKONG.

Out of Nagasaki, TUESDAY, July 20, 1895, at NOON.

Kobe, Island Sea, and Hon... 1895, at NOON.

Out of Nagasaki, THURSDAY, Aug. 8, 1895, at NOON.

GARIB (a/c Nagasaki) TUESDAY, Aug. 27, 1895, at NOON.

Kobe, Island Sea, and Yokohama, 1895, at NOON.

THE Steamship "BELFIC" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on SATURDAY, the 20th JULY, 1895, at NOON, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PACIFIC PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consider Invoice to accompany Cargo despatched to points beyond San Francisco in the United States, and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PACIFIC PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consider Invoice to accompany Cargo despatched to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 10th June 1895. 1195

FOR NEW YORK.  
THE 100 AL British steel Bark"BELMONT."  
Ladd, Master, will load here for the above port and will have quick despatch.For Freight, apply to  
CARLOWITZ & CO., Agents.

Hongkong, 17th June, 1895. 1127

FOR NEW YORK.  
THE 100 AL American Ship"SANTA CLARA."  
Fuller, Master, shortly expected from Shanghai, will load here for the above port and will have quick despatch.For Freight, apply to  
CARLOWITZ & CO., Agents.

Hongkong, 17th June, 1895. 1127

FOR NEW YORK.  
THE 100 AL British Ship"LYNDHURST."  
Martin, Master, shortly expected from Shanghai, will load here for the above port and will have quick despatch.For Freight, apply to  
CARLOWITZ & CO., Agents.

Hongkong, 17th June, 1895. 1127

FOR SAN FRANCISCO.  
THE 100 AL American Ship"SANTA CLARA."  
Fuller, Master, shortly expected from Shanghai, will load here for the above port and will have quick despatch.For Freight, apply to  
CARLOWITZ & CO., Agents.

Hongkong, 17th June, 1895. 1127

FOR NEW YORK.  
THE 100 AL British Ship"LYNDHURST."  
Martin, Master, shortly expected from Shanghai, will load here for the above port and will have quick despatch.For Freight, apply to  
CARLOWITZ & CO., Agents.

Hongkong, 17th June, 1895. 1127

FOR NEW YORK.  
THE 100 AL Hawaiian Bark"SANTA CLARA."  
Fuller, Master, shortly expected from Shanghai, will load here for the above port and will have quick despatch.For Freight, apply to  
CARLOWITZ & CO., Agents.

Hongkong, 17th June, 1895. 1127

VESSELS ON THE BERTH  
CHINA NAVIGATION COMPANY, LIMITED.

THE Steamship

"GATHERING APAR."  
Captain J. G. Olifer, will be despatched for the above ports TO-DAY, the 25th inst., at 5 P.M.  
For Freight or Passage, apply to  
DAVID SASSIEN & SONS & CO., Agents.

Hongkong, 19th June, 1895. 1190

FOR CHEFOO AND TIENTSIN.  
THE Steamship"IRENE."  
Captain T. Lehmann, will be despatched for the above ports TO-DAY, the 25th inst., at 5 P.M.  
Regarding Freight, apply to  
CARLOWITZ & CO., Agents.

Hongkong, 19th June, 1895. 1127

FOR KOBE AND YOKOHAMA.  
THE Steamship"QUEEN VICTORIA."  
Guthrie, Commander, will be despatched for the above ports on or about TO-DAY, the 25th inst., instead of as previously advertised.  
For Freight or Passage, apply to  
DOUDWELL, CARLILL & CO., Agents.

Hongkong, 21st June, 1895. 1191

FOR KOBÉ AND YOKOHAMA.  
THE Steamship"POLYphemus."  
Captain Gashin, will be despatched as above TO-DAY, the 25th inst., at NOON.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th June, 1895. 1125

NORDDEUTSCHE LLOYD.

THE departure of the Company's Steamship

"PRINZ HENRICH,"  
carrying the German Mail for EUROPE & CO., is fixed to 19th JULY, 1895, (TUESDAY) the 25th inst., at 3 P.M.  
For Freight or Passage, apply to  
MELCHERS & CO., Agents.

Hongkong, 24th June, 1895. 1116

NOTICE.

NO. 2 DEUTSCHE LLOYD.

CONTINENTAL.

Captain Schall, will be despatched TO-MORROW, the 26th inst., at 5 P.M.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE, Agents.

Hongkong, 21st June, 1895. 1169

NOTICE.

STEAM FOR  
SINGAPORE, COLOMBO, ADEN, SUEZ,  
NAPEL, GENOA, ANTWERP,  
BREMEN, AND HAMBURG,  
PORTS IN THE LEVANTE, BLACK  
SEA AND BALTIQUE PORTS;LONDON, NEW YORK, BOSTON, BAL-  
TIMORE, NEW ORLEANS,  
GALVESTON, AND SOUTH AMERICAN  
PORTS.THE COMPANY'S STEAMERS WILL CALL AT  
SOUTHAMPTON TO LAND PASSENGERS  
AND LUGGAGE.N.R.—CARGO CAN BE TAKEN ON THROUGH  
HILLS OF LADING FOR THE PRINCIPAL  
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(SUBJECT TO ALTERATION)FRINZ HEINRICH... Tuesday, 1st July, 1895.  
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FRINZ HEINRICH... Monday, 11th Nov.

PREUSSEN... Monday, 1st Dec.

SACHSEN... Monday, 6th Jan.

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THE Steamship "LAWANG," Captain H. Forme, will be despatched for the above ports on or about FRIDAY, the 28th inst., at 4 P.M.

To be followed by—

THE Steamship "IRENE."

Captain R. Schüller, on or about the 5th JULY.

THE Steamship "SEATO."

Captain J. Odermann, on or about the 17th JULY.

These Steamers have Superior Accommodation for First and Second Class Passengers and a Doctor and a Steward.

For Freight or Passage, apply to  
SIEBENSON & CO., Agents.

Hongkong, 20th June, 1895. 1193

U.S. MAIL LINE.

PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION)

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N., WEDNESDAY, 3rd July, 1895.&lt;/div